

## **IN THE CLAIMS**

Claim 1 (currently amended): An engine system comprising:  
an engine,

a pressure regulator coupled to said engine, and including a container having a chamber formed therein, and having an opening formed therein and communicating with said chamber thereof, for pressure relieving purposes, and

a needle tube mechanism disposed in said chamber of said container and including a block coupled to said engine with a pipe, to receive gas from said engine, said block includes a slit formed therein and connected to said pipe and includes a channel formed therein and communicating with said slit thereof and communicating with said chamber of said container, said slit of said block including an inner diameter smaller than that of said channel of said block,

said slit and said channel of said block being arranged to allow the gas from said engine to flow into said pipe and then to flow through said slit of said block, and then to flow through said channel of said block, and then into said chamber of said container when said engine is over-pressurized, and said slit and said channel of said block being arranged to allow the gas in said chamber of said container to flow into said channel of said block, and then to flow through said slit of said block, and then to flow into said engine via said pipe, in order to balance a pressure in said engine when the pressure in said engine is too low.

Claim 2 (canceled).

Claim 3 (currently amended): ~~The engine system as claimed in claim 1, wherein~~ An engine system comprising:

an engine,

a pressure regulator coupled to said engine, and including a container having a chamber formed therein, and

a needle tube mechanism disposed in said chamber of said container and including a block coupled to said engine with a pipe, to receive gas from said engine, said block includes a slit formed therein and connected to said pipe and includes a channel formed therein and communicating with said slit thereof and communicating with said chamber of said container, said slit of said block including an inner diameter smaller than that of said channel of said block,

said slit and said channel of said block being arranged to allow the gas from said engine to flow into said pipe and then to flow through said slit of said block, and then to flow through said channel of said block, and then into said chamber of said container when said engine is over-pressurized, and said slit and said channel of said block being arranged to allow the gas in said chamber of said container to flow into said channel of said block, and then to flow through said slit of said block, and then to flow into said engine via said pipe, in order to balance a pressure in said engine when the pressure in said engine is too low, and

said block includes including a control valve attached thereto and engageable into said channel of said block, to control the gas to

flow through said channel and said slit of said block.

Claim 4 (original): The engine system as claimed in claim 3, wherein said block includes a screw hole formed therein and communicating with said channel of said block, said control valve is threaded to said screw hole of said block, and engageable into said channel of said block.

Claim 5 (currently amended): ~~The engine system as claimed in claim 1 further comprising~~ An engine system comprising:

an engine,

a pressure regulator coupled to said engine, and including a container having a chamber formed therein, and

a needle tube mechanism disposed in said chamber of said container and including a block coupled to said engine with a pipe, to receive gas from said engine, said block includes a slit formed therein and connected to said pipe and includes a channel formed therein and communicating with said slit thereof and communicating with said chamber of said container, said slit of said block including an inner diameter smaller than that of said channel of said block,

said slit and said channel of said block being arranged to allow the gas from said engine to flow into said pipe and then to flow through said slit of said block, and then to flow through said channel of said block, and then into said chamber of said container when said engine is over-pressurized, and said slit and said channel of said block being arranged to allow the gas in said chamber of said

container to flow into said channel of said block, and then to flow through said slit of said block, and then to flow into said engine via said pipe, in order to balance a pressure in said engine when the pressure in said engine is too low, and

a water tank coupled to said engine to receive and supply cooling water to said engine, a separator housing coupled between said water tank and said engine to receive heated cooling water and air from said engine, and a storage housing coupled to said water tank to receive the air from said water tank, and coupled to said engine to supply the air into said engine.

Claim 6 (original): The engine system as claimed in claim 5, wherein said water tank includes an upper portion having a mouth provided thereon and coupled to said separator housing to receive the air from said separator housing, and said mouth is coupled to said storage housing, to supply the air to said storage housing.